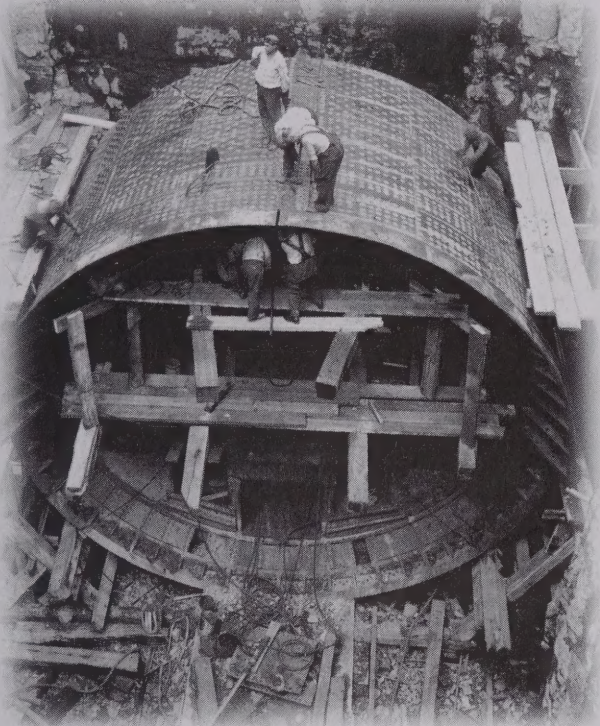


During the time of its construction, the Tunnel was considered an outstanding engineering achievement. The technique used is called the "Shield" method invented in 1925 by Sir Marc Brunel. It took 3 years and 7 months to complete the tunnel's first tube.



STATISTICS

Opened to traffic:	North tube	Feb. 1, 1945
	Center tube	Dec. 22, 1937
	South tube	May 25, 1957
Width of each tunnel roadway	21 feet 6 inches	
Operating headroom	13 feet	
External diameter of tunnel	31 feet	
Maximum depth from mean high water to roadway	97 feet	
Length of tunnel	North tube	7,482 feet
(portal to portal)	Center tube	8,216 feet
	South tube	8,006 feet
Cost of original structure	\$75,000,000	
Port Authority investment as of 12/31/98	\$548,431,000	

1998 ANNUAL TRAFFIC VOLUMES - EASTBOUND

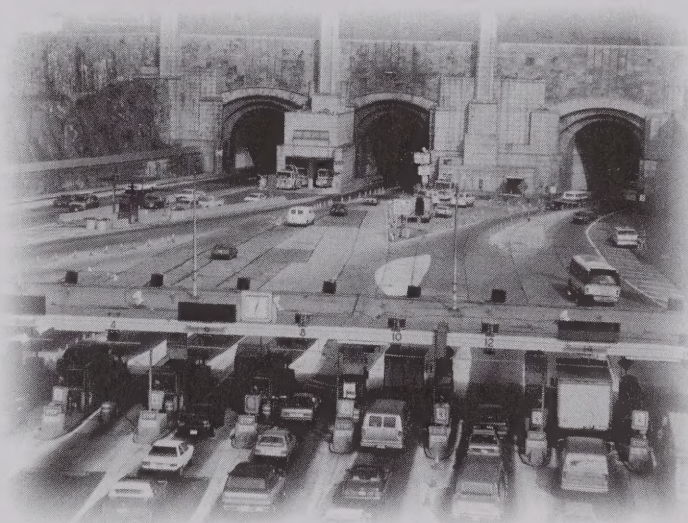
Typical Weekday Traffic	60,647
TOTAL ANNUAL TRAFFIC	21,161,623
Number of toll lanes	13

COVER: "The Lincoln Tunnel New Jersey toll plaza"

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Facts Lincoln



Tunnel Facts

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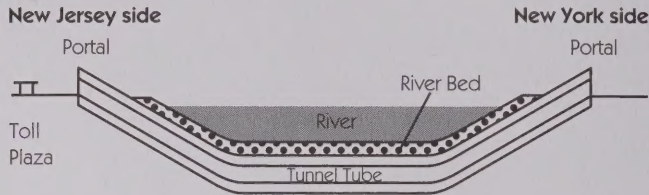
THE PORT AUTHORITY OF NY & NJ

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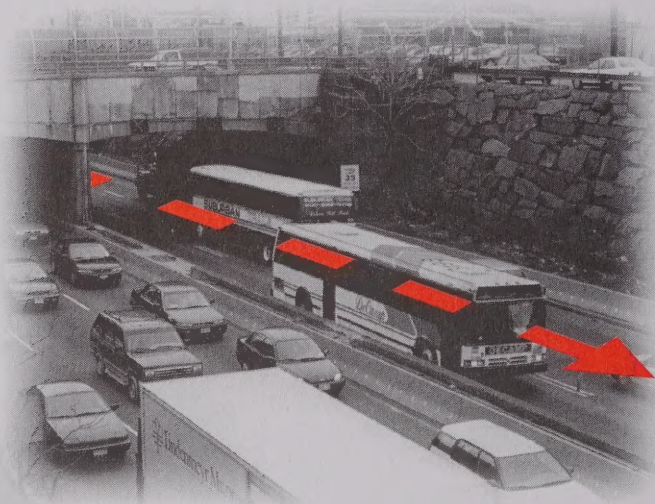
Facts Lincoln Tunnel Facts

The Lincoln Tunnel is a three-tube underwater vehicular tunnel facility. It provides a vital link between midtown Manhattan and central New Jersey, and forms part of New Jersey Route 495.



In New Jersey, this highway connects the tunnel with U.S. Routes 1 and 9, 3 and the New Jersey Turnpike. The Lincoln Tunnel Expressway and Dyer Avenue in Manhattan connect the tunnel and local city streets from West 42nd Street south to West 30th Street.

The tunnel's three tubes provide important flexibility in traffic handling. It has the ability to change the six lanes to four lanes in one direction or three lanes in each direction by converting the center tube to a two way operation.



The bus at the center is in the XBL contra-flow lane.

During the weekday morning peak period (between 6:30 am and 10:00 am) the Port Authority operates a 2 1/2 mile exclusive bus lane (XBL). Utilizing the XBL, commuter buses get a direct route to the tunnel avoiding regular rush hour traffic and significantly reducing travel time.

The XBL is one of the three westbound lanes converted to the eastbound direction when necessary. It runs from the New Jersey Turnpike to



These ramps connect the tunnel with the Port Authority Bus Terminal.

the Lincoln Tunnel in one of the normally westbound lanes of New Jersey route 495.

Direct ramps connecting the Lincoln Tunnel with the Port Authority Bus Terminal facilitate the handling of commuter buses and reducing traffic congestion on Manhattan streets around the terminal. The ramps provide direct access for automobiles to the three-level roof parking.

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